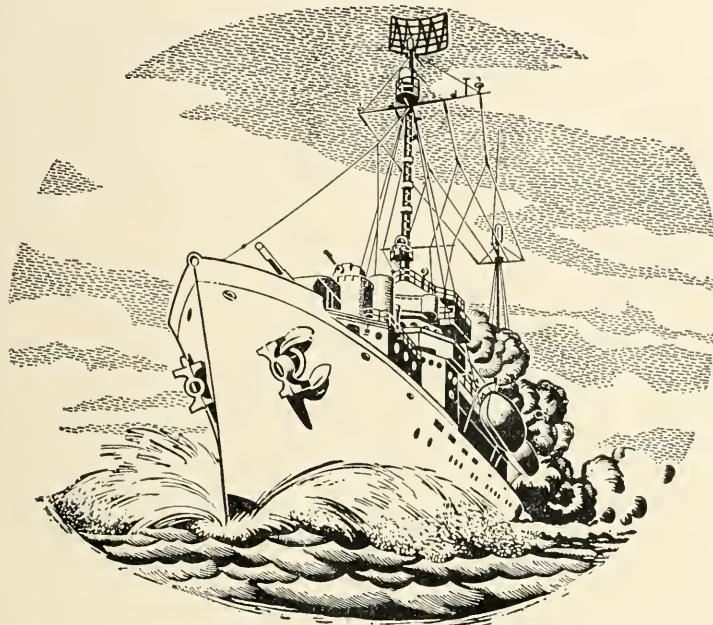


U.S. COAST GUARD



BULLETIN



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U.S. COAST GUARD BULLETIN...



Washington, D. C.—December 1950



Radar for Lightship Use Only, Not Other Craft

Headquarters announced that lightships possessing radar equipment are expected to restrict its use to navigation of lightships and to assist them to maintain stations during periods of adverse weather.

Expressly prohibited is the use of radar for directing the movement of other vessels or aircraft, or advising them of their positions.

Undoubtedly there are many cases, Headquarters said, in which radar information could be furnished to identified vessels. On the other hand, concentration of ships could make identification impossible and information passed to an improperly identified craft could cause disaster. Between these extremes, it was pointed out, lie innumerable cases which differ only in degree as to which vessels can be identified.

Inasmuch as lightships normally are located in a concentration of traffic, the danger of providing radar misinformation with the potential liability to the Coast Guard is believed to outweigh the useful information which might be provided.

Given Safety Award

Rear Adm. H. C. Shepheard, chief of the Office of Merchant Marine Safety, has been given an "award of merit" by the National Safety Council for "exceptional service to the cause of safety" in the marine field. Presentation was made at a joint meeting of the Council and the Propellor Club, Port of Chicago, at Chicago.

Season's Greetings From the Commandant

Vice Adm. Merlin O'Neill, Commandant of the Coast Guard, has directed the following message to "all hands":

"It is my pleasure to wish all members of the Coast Guard and their families a very Merry Christmas and, in the New Year to come, the best of good fortune."

10 Coast Guard Patrol Craft Sent to Burma

Ten 83-foot Coast Guard patrol craft are being transferred to the Burmese Government for use in patrolling the navigable river systems of Burma, the Department of Defense announced. The transfer represents military aid under terms of the Mutual Defense Assistance Program.

The vessels were part of the Reserve Fleet at Curtis Bay, Md., and Cape May, N. J. They were rehabilitated at the Coast Guard Yard. Repair and refitting included conversion from gasoline to Diesel power, armament changes, and copper painting of the hulls to resist tropical water fungus, the Department stated.

Facilities and courses of instruction are being provided in the United States for certain Burmese naval personnel who will man the craft.

Applications are desired from commissioned aviators, rank of lieutenant or below with 2 or more years of aviation duty, for assignment to the 30 weeks' course in aviation electronics maintenance (Navy) at Memphis, Tenn.

League Names Hendry As Commander, Selects New Orleans for 1951

The Coast Guard League concluded its fifth annual national convention 18 November at Atlantic City, N. J., by electing Judge W. Marion Hendry, Tampa, Fla., as its new national commander, succeeding John P. Henrie of Glenside, Pa. Mrs. Myrtle B. Lee, Todelo, Ohio, was chosen as national commander of the Spartners to replace Mrs. Rose Eggenbright, Chicago.

Mr. Hendry, a 49-year-old veteran of World War II and native of Fort Myers, Fla., is a practicing Tampa attorney. He is a former criminal court judge of that city.

For the first time since organization, the recommendations of the League nominating committee were accepted without floor nominations. Only holdover was Mrs. Raymonde M. Theill, San Francisco, as a national vice commander. Other new national officers are Vice Commanders James E. Wilkinson, Detroit, James Staudinger, Philadelphia, and Bert McCann, Boston; Judge Advocate Arnold M. Blumberg, Philadelphia; Assistant Judge Advocate Harvey Hawgood, Cleveland, and Paymaster Edward Schaffer, Washington, D. C.

New Spartner national officers include Mrs. Dorothy P. Sorenberg, Detroit, judge advocate; Mrs. Victoria Schaffer, vice commander; Mrs. Edna E. Troughton, reelected adjutant, and Mrs. Ethel Heinrich, paymaster. The latter two are of Philadelphia.

The Rev. Harry T. Kelly was reappointed national chaplain. LCDR Anthony J. Caliendo, former national executive director of the League, henceforth will serve the League as the Coast Guard liaison officer.

New Orleans, La., was voted as the site of the 1951 convention. This national conference is planned for October with headquarters at the Hotel Roosevelt. The bid of New Orleans Chapter No. 801 for the convention site was strengthened by a motion picture exhibition of the city's many attractions. The

commander of Puerto Rico Chapter No. 1001, Miguel A. Colorado, expressed regret that the 1950 meeting could not be held in San Juan as originally scheduled and asked that it be reconsidered at a later date.

The convention chairman and commander of the 4th League District, James Staudinger, and Capt. S. F. Gray, chief of the Coast Guard Public Information Division and representing the Commander of the Eastern Area, welcomed the delegates and guests at the opening session 16 November in the Hotel Clarendon.

Speakers during the 3-day meeting included the Commandant, Vice Adm. Merlin O'Neill, and Capt. John Steinmetz, Chief of the Reserve Division.

An honorary life membership was tendered the Commandant, who responded by electing to become a paying member at large. Mrs. O'Neill was accorded an honorary life membership in the Spartners.

Captain Gray was given a citation for "outstanding service" to the League. A resolution favored increased support of Coast Guard cadet procurement. The membership viewed the new Coast Guard Academy film now being distributed.

Involuntary Recall of Reservists Authorized

The U. S. Coast Guard announced it has been authorized to order the recall of its Reservists to extended active duty, not to exceed 21 consecutive months, either with or without their consent.

The Coast Guard said, however, that any change from the current practice of accepting only Reservists who are willing to be recalled "will depend upon the number of these becoming available and whether the skills they offer will supply specific demands."

In any event, each case of involuntary recall will be decided on its "individual merits." Exemptions will be granted when the Reservist occupies a key position in essential services or industry, or can show involuntary service would cause family hardship.



COAST GUARD ACADEMY BAND IS MAINSTAY ON NETWORK SHOW

Guided by Warrant Officer George H. Jenks, Jr., here seen in a clarinet solo during an actual broadcast, the Coast Guard Academy Band is heard weekly from New London, Conn., on an NBC show publicizing cadet procurement. Each program is built around musical selections, although an occasional guest is featured.

3 Brothers Join Up

Three brothers, ranging in ages from 29 to 35, walked into the San Francisco recruiting office together to reenlist in the Coast Guard Reserve. Each received his World War II rating of boatswain's mate. Their father was in the Tempora-

rary Reserve during the war as a shipyard guard.

Commanding officers have been warned that passenger-carrying vehicles and small boats must not carry "hitch-hikers" or interfere with commercial enterprise.

Wartime Information Chief Retires 1 Nov.



ELLIS REED-HILL

Rear Adm. Ellis Reed-Hill, who served the Coast Guard as Chief of Public Information during World War II and later became Engineer-in-Chief, retired 1 November after a service career of nearly 39 years.

He and Mrs. Reed-Hill will make their home in Summerville, S. C.

Admiral Reed-Hill was the guest of honor at a luncheon given by the Washington Chapter, Coast Guard Alumni Association, and also was entertained by the Variety Club with a luncheon at which Rudy Vallee, radio and motion picture star, and Elmer Cook, manager of the wartime "Tars and Spars" production, were among the guests.

He is a native of Belleville, Mich. He attended the University of Michigan for 3 years before being appointed a cadet in 1911, and in 1932 received a marine engineering degree from the university.

His early career included many engineering and line assignments. He served at sea during World War I. In 1929 he was named an instructor at the Coast Guard Academy, where his son, Lt. Comdr. R. E. Reed-Hill is now a professor.

He was awarded the Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding service" as information chief. On 1 August 1946, he began a 4-year term as Engineer-in-Chief.

Central Base Is Planned In Los Angeles Area

A long-range program calling for the construction of a new depot in the Long Beach-Los Angeles Harbor area, and the consolidation of all maintenance and repair activities at one central base, has been announced by the Eleventh Coast Guard District office, Long Beach, Calif.

First step in the project, expected to continue over several years, is a concrete and steel-reinforced wharf south of the present depot on the west side of Terminal Island. Originally, it will extend 240 feet at a cost of \$85,000; later it will be enlarged and extend about 720 feet, enough area to accommodate most of the Coast Guard's vessels which currently are docking at Pier B, Long Beach and the moorings in San Pedro.

When the first section of the wharf is completed this fall, work will start on a small-boat basin located between the wharf and Island. Eventually shop buildings will follow, along with a warehouse and administration building.

The present depot, Coast Guard officials announced, was designed primarily as a buoy depot, but it has had to repair small craft and carry on activities normally allotted to a much larger base.

Retirements Delayed

With limited expansion of the Service under way, the need for experienced officers will continue for some time, Headquarters announced. For this reason, 20-year retirements of officers planned for 1 January 1951 "will be delayed until some time in the future."

Retirement requests on file will be reconsidered when "national interests" permit.

About 75 enlisted men slated to retire 1 February under the 20-year law may be retained.

Survey of New York Area Living Conditions Completed by District

Are there any vacancies, and how do rents run? Is "eating out" expensive? Is there a commissary? How much is the carfare? How about television?

These and many more questions usually arise when the Coast Guard officer or enlisted man is faced with a transfer to another District, and sometimes the answers are entirely unexpected and unsatisfactory.

The Third District Office does not claim to have all the answers for the New York area, but it has completed a survey that points up some practical facts for the guidance of the incoming traveler and his family.

A goodly portion of the information was obtained through questionnaires, filled in voluntarily by resident Coast Guardsmen, and the remainder came from reference books, guides, queries to companies, and personal observation.

Housing, of course, is one of the most important subjects. Average rents have been determined, heating bills estimated, availability of certain types of housing investigated, and ways to uncover possible openings recommended. Rents paid by different ranks and ratings have been broken down and averaged; warrant officers, for example, pay about \$77 monthly and captains pay about \$132. There even is a breakdown, by grade and by percentage, of those renting either apartments and houses, or owning their homes.

The transportation survey shows not only the area in which all Coast Guard officers live, but the monthly cost of carfare from their homes to Coast Guard installations by bus, railroad, and subway and the average commuting times.

The survey report presents subjects in alphabetical order. Airports are located, with attention to commuting times and methods of transportation. The section on automobiles gives the average garage rentals, parking regulations, cost of plates and operator licenses, cost of gasolines, information on insurance, and guidance on car inspections. Bridges,

ferries, and tunnels are listed, plus the cost per trip.

Baby sitters are organized, the report advises, and available at from 60 to 75 cents per hour. Then follow notes on nearby beaches, the climate, information about social clubs, a brief geography lesson and local history, the Government commissary situation, the location of all Coast Guard installations, and where to go for medical care.

Then in order come items about museums, the population, quarters, restaurants, schools, personal services, special attractions, sports centers, local taxes, television stations, theaters, and voting requirements. The list concludes with a listing of zoos.

One page of the survey analyzes the housing situation of enlisted men, particularly those who are married and who are trying to keep their home together on a small income.

Coast Guard Rescues Five From Alcatraz Island

It was legal in every way, but the Coast Guard in San Francisco has the distinction of rescuing five persons from famous Alcatraz Island, site of a Federal penitentiary from which escapes are few and far between.

The quintet came to grief when their cabin cruiser "gave up the ghost" early in the morning and was abandoned on the Alcatraz shore. Two husbands, their wives and another man in the group waded to safety in a heavy fog, and then sat down to shiver and shake for several hours.

All confessed they were "scared to death" they might be mistaken for convicts or an unofficial "rescue" party, and consequently were afraid to do more than sit down. A guard finally sighted them and elected to ask questions, fortunately, before shooting. It was then that the Coast Guard was requested to provide transportation.

The suffix letter "G" is now being used with the model designation on all Coast Guard aircraft having search and rescue as the primary mission.

Knowledge of Atomic Bomb's True Dangers Secret of Survival

If you understand the capabilities of the atomic bomb and know elementary steps leading to survival, your chances of getting through an attack by this weapon are relatively good. In fact, you can live through an atom-bomb raid without a Geiger counter, protective clothing, or even special training.

So says an official Government booklet, *Survival Under Atomic Attack*, produced by the National Security Resources Board and now being sold by the U. S. Government Printing Office.

Although the atom bomb holds more death and destruction than man ever before has wrapped in a single package, its total power is definitely limited. Proof of this assertion is in the fact that more than half of the people who were a mile from the atomic explosion at Hiroshima are still alive; survivors at Nagasaki numbered almost 70 percent.

People standing right under the bomb have no hope of living through the experience. Anywhere within one-half mile of the explosion center makes survival chances at odds of 1 to 10. From one-half to 1 mile away the odds are 50-50. From 1 to 1½ miles 15 persons out of 100 may be killed. From 1½ to 2 miles as few as 2 or 3 in every 100 will die. Beyond 2 miles, the explosion would cause practically no deaths. There would be many injuries, undoubtedly, but chances for recovery are much the same as for everyday accidents.

Contrary to popular assumption, an increase in the power of an atomic bomb is not reflected in a corresponding degree to the area of destruction. A bomb causing devastation roughly 2 miles away must be doubled in power to increase the range of damage to 2½ miles. If the original bomb was made 100 times as powerful—a super bomb—it would reach out only a little more than 4½ miles. And most of the damage and death are caused by blast and heat, just like ordinary high explosives.

To meet blast, a potential victim should fall flat on his face, burying it in his arms. Good spots are against an inside wall away from windows, under a bed or table, or a handy ditch or gutter. Eyes should be covered for 10 to 12 seconds following the explosion. These actions protect against temporary blindness as well as flying objects, especially glass.

Flash burns and heat may extend 4 to 5 miles, a development that caused about 30 percent of the injuries in the attacks on Japan. A wall, a high bank, or some kind of shelter away from the bomb's burst can prevent any burns. In outlying areas something as thin as cotton cloth may be sufficient. Sleeves should not be rolled up; a hat brim may prevent a serious face burn.

Radioactivity, not unlike sunburn, can cause harm depending on the power of the rays and particles, upon the length of exposure, and upon the amount of a person's body exposed. In a broad sense, the explosive kind of radioactivity dies quickly; its range depends upon the height of the bomb at time of explosion and its effectiveness upon an individual's lack of protection at a given distance within this range. At sea an underwater burst brings no heat, less blast, and practically all explosive radioactivity would be absorbed by water.

The other kind of radioactivity, artificial or "induced," could be set up in such objects as gold and silver, but never offers great danger. Even though canned and bottled goods may be irradiated, they are safe for eating if containers are not broken. Outer clothing will automatically serve as a "trap" for most of the radioactivity accidentally picked up, and should be removed and, if heavily contaminated, buried. A good bath or two, with particular attention to the hair and fingernails, is another defense.

With practical comments on "do's and don'ts," the booklet concludes with a reaffirmation of the two great dangers, blast and heat, protection against which does much to avoid the harm caused by explosive radioactivity. The lingering radioactivity, it adds, is no more to be feared

than typhoid fever and it can be avoided.

A simple, inexpensive device to measure a person's exposure to atomic radiation has been developed for military and civil defense needs, announcement of which was made in November.

Suitable for mass production for less than \$1, the device is small and light and can be hung from the neck like a "dog tag." It will measure very slight to fatal doses of radioactivity. It consists of a small metal case containing a flat paper package made up of photographically sensitized film and a pod of developing solution. Exposure to the harmful gamma rays causes the center of the film to turn light. The greater the exposure to radiation, the whiter the strip. Comparison of the grade of whiteness with a graduated scale on the edges of the strip indicates the degree of exposure. Shields in the case block alpha and beta rays.

An individual suspecting exposure simply draws a plaque from the case, at which time the pod containing the developer is broken. Fluids then spill over the test strip. After a minute's wait the plaque is opened by the user for comparison with the test strip.

Newsman Describes Near Loss of Crew and Boat

A Monterey, Calif., newspaperman, a guest aboard the *Willow*, was "Johnny-on-the-spot" when a Coast Guard crew planting a buoy from a small boat were tossed in the water and had to be rescued.

The *Willow*, he explained, was putting down some marker buoys for a new freeway and had little room in which to maneuver. The small boat was sent out to do the job and, at the crucial moment, capsized in a sudden chop. The crew of four was rescued immediately, but the boat went down with the sinker as the buoy line parted.

A quartet of professional divers returned past favors from the Service by volunteering assistance. One went down and recovered the sunken craft. The *Willow* completed her planting without incident.

Port Security Training Organization To Allow 29 Units and 2,529 Men

Twenty-nine port security units are being established for training purposes by the Coast Guard's Organized Reserve at major ports in the United States and Hawaii.

It is believed this training program, which is designed to make experienced Reserve personnel available immediately for port security duty in the event of war or a national emergency, can handle up to 253 officers and 2,276 enlisted persons in a maximum effort.

Personnel will be selected from the Volunteer Reserve, enlistments for which now have been extended to other than Coast Guard veterans and to certain qualified males without previous military service.

The training schedules call for 48 drills annually, each to require a minimum of 2 hours, although present budget limitations indicate the possibility of providing for only 36 "paid" drills. Organized Reservists receive pay for authorized drills; volunteer Reservists may attend drills in a nonpay status, but receive only retirement point credits.

In the October issue of the BULLETIN it was announced that preliminary training plans called for 27 port security units, these to be manned by 287 officers and 2,240 enlisted persons. Later the number of units was increased by 2 and the number of officers was reduced in favor of more enlistees.

In officer selections, primary consideration is being given to military or civilian experience in the usual port security activities, such as vessel inspection, identification, waterfront security, fire prevention, and dangerous cargo handling. But an attempt will be made to furnish each complement with one officer possessing extensive legal experience, one engineer and one officer who has directed training either in the Service or industry.

It was emphasized that the purpose of the Reserve PSU is "very practical specialized" training, and a considerable

part of it will be a study of laws and regulations, their interpretation, application and enforcement.

The authorized strength of training units will vary from 11 officers and 124 enlisted persons to 7 officers and 44 enlisted persons. Initially, at least, it is not expected that uniformity within rates shall prevail or that all rates will be filled. Each unit would have 1 or more platoons broken down to 10-man squads. The maximum rates for the largest kind of unit would give 13 chief petty officers, 25 each in the next three lower ratings and 36 seamen, and the number of rates in smaller units would be scaled down accordingly.

All persons accepting training assignments are being required to state, by affidavit, that they will be available for mobilization upon call. Mobilization might be a matter of minutes, hours, or even days, depending upon the urgency of an unfavorable situation.

Reserve officers of Volunteer training units, regardless of whether the unit is a composite or a specialized unit, may be permitted by the District commander to attend drill meetings of port security groups in a nonpay status. This would afford them an opportunity to earn retirement point credits under the provisions of Public Law 810. Requests are to be submitted in writing via the commanding officer of the port security unit with which they desire to become affiliated. Regular attendance at drills is expected.

Transfers from the Volunteer Reserve for both officers and enlisted persons require applications in writing and ability to pass the physical examination. A billet of equivalent grade must be open in the Organized training unit for an officer; a vacancy in his rate, or in a higher rate, must exist for the enlisted man. The latter must be capable of qualifying for an equivalent rate offered if his present rate is not allowed in the complement.

The Seventh District, Miami, announced its Auxiliary has vacancies for 1,000 small-boat owners in South Carolina, Georgia, and Florida.

Monument Is Dedicated To Victims of *Serpens* Sinking at Guadalcanal

"We cannot undo the past, because we are only human. The days of our lives, too, are numbered. But we can insure, when the passage of time has mercifully dulled our grief, that we can be intensely proud of what they did and that their memory shall be respected and honored forever."

And with these words from Vice Adm. Merlin O'Neill, Commandant, a handsome memorial to 250 victims of the *USS Serpens* explosion at Lunga Beach, Guadalcanal, on 29 January 1945 was dedicated in November at Arlington National Cemetery, Virginia.

An estimated 300 spectators including next-of-kin gathered for the brief ceremony on the gravesite where recommitment services were held in June 1949. Music was provided by the U. S. Army Band. Chaplains of Catholic, Jewish and Protestant faiths gave the invocation, prayer of dedication and benediction. All Armed Forces were represented. Rear Adm. A. C. Richmond, Assistant Commandant, was chairman.

The monument, built of Georgia granite, is located adjacent to MacArthur Circle. Names of all victims, including 199 Coast Guardsmen, appear on each side of the octagon-shaped memorial. The base is 6 feet in diameter, and the monument rises 4 feet.

Commanding Officers For Enlisted Authorized

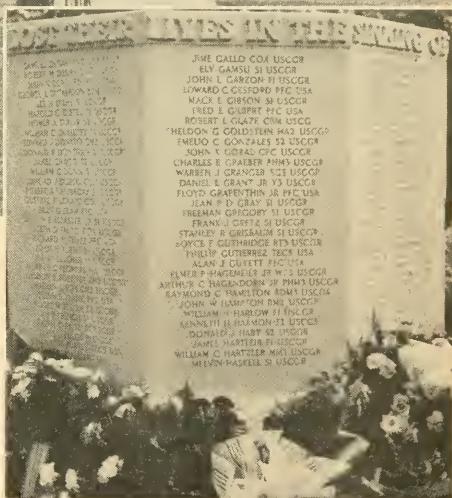
A staff officer at District offices and certain Headquarters units may be designated as a commanding officer, on a collateral-duty basis, of enlisted men attached to each installation. Headquarters has authorized such a step "in the interests of improving the administration and discipline of enlisted men."

Each officer so designated is to function as a commanding officer, not a staff officer, and his immediate superior in command will be the officer who designated him.



MEMORIAL IS DEDICATED TO SERPENS VICTIMS

It is a solemn moment at Arlington National Cemetery when Vice Adm. Merlin O'Neill gives the dedicatory address before next-of-kin and representatives of all Armed Forces preparatory to unveiling a monument to victims of the U. S. S. *Serpens* explosions during World War II. A contingent from the *Duane* provided a detail and color guard, which were joined by like details from the 3d Infantry. (Inset) The octagon-shaped memorial.



Duty Delay Requests Will Get Consideration

In anticipation that recall to active duty of certain Reserve personnel may result in requests for a delay of active duty orders, each District has been instructed to establish a board of three officers to review requests of this nature. The District commander will make a decision in each case after the board has offered recommendations.

As a general rule, unless there is a

full mobilization, "every consideration shall be given to the request for delay," Headquarters set out. Exceptions are specifically authorized when it is evident a request serves only the individual's convenience or indicates a selfish motive.

The Coast Guard Auxiliary on Lake Erie, it is reported, on 1 hour's notice can muster 326 men, 150 boats, 15 planes, 10 mobile radio stations and 10 amateur radio stations. Civilian head is Commander Ralph G. Sweeney, Cleveland.



TAMPA MAN IS CHOSEN TO HEAD COAST GUARD LEAGUE

John P. Henrie (left) of Glenside, Pa., turns over the gavel as National Commander of the Coast Guard League to W. Marion Hendry, Tampa, Fla., following elections at the annual League Convention in Atlantic City. Henrie served two terms. Mrs. Myrtle B. Lee, Toledo, Ohio, former Judge Advocate of the Partners, was named Spartan National Commander, succeeding Mrs. Rose Ergenbright.

Commandant Presents Six With British Awards

Six members of a Coast Guard plane crew at Miami, Fla., recently received a silver box and five silver cases from the British Government for performance during a rescue in April 1948.

Presentation of the awards was made by the Commandant, Vice Adm. Merlin O'Neill. Acceptance of the gifts previously had been authorized by Federal legislation.

Recipients included Lt. Charles MacDowell, Lt. Rufus Drury, Ralph Douglas ADC (AP), Richard Hall, AL1, Quiney Flazior, AL1, and Walter Pierce, AD2.

These Coast Guardsmen went along-

side the British M. V. *Silver Sandal* in heavy weather to remove an injured seaman. Despite the fact part of a wing was ripped off, the plane returned safely and in time to save the seaman's life. The incident occurred about 500 miles off the Florida coast.

Three Coast Guardsmen, all from California, reportedly formed the guard of honor when President Truman and General MacArthur held the recent memorable conference on Wake Island. Arthur Schwartz, ET3, was the only enlisted man present who was given the opportunity to shake the hands of both major participants, as well as the Army chief of staff, General Bradley.

Enlistments in Reserve Opened To Speed Up Port Security Training

The Coast Guard announced in November that it was opening a limited number of Organized Reserve enlistments to male veterans of other services and to males without previous military service in an effort to bring Coast Guard port security training units up to authorized strength without delay.

Heretofore such enlistments had been restricted to former Coast Guardsmen who had indicated their interest in such training. Enlistments are being accepted originally in the Volunteer Reserve, from which subsequent assignments to Organized Reserve units will be made.

Acceptable veterans must be between the ages of 18 and 25 and have had a minimum of one year's active duty. Males without prior military service must be between 26 and 35. All Reserve enlistments are for three years and must fulfill physical, mental and moral standards prescribed for enlistment in the Regular service.

Preference will be given those applicants whose civilian and former service experience make them capable of qualify-

New Air Detachment

Establishment of a permanent Coast Guard Air Detachment at Corpus Christi, Tex., was announced by the Eighth District. Commissioning was held 20 November.

This is the first permanent establishment of its kind in the Western Gulf. Heretofore plane assistance cases have been handled by bases at Biloxi, Miss., and St. Petersburg, Fla.

The detachment consist of a PBY5AG amphibian aircraft especially equipped for search and rescue operations, plus two crews of eight enlisted men and four pilots. Lt. William N. Durham, who has been a Coast Guard aviator for 17 years, is the commanding officer.

The unit will operate under the control of the Rescue Coordination Center of the Office of the Commander, Eighth District.

ing quickly for specialists' ratings in port security organizations.

Enlistments of former Navy and Naval Reserve personnel in ratings held at time of discharge are authorized, provided that no ratings exceed that of petty officer, first-class. All persons with Naval or Coast Guard service who hold ratings not authorized in port security units will be required to qualify for the ratings required by these units.

Persons without former service will be enlisted only in the rating of seaman recruit, but may be promoted when qualified.

Waivers involving age, physical or mental defects, or disciplinary records within or without any military service, will not be granted.

Sons and Adopted Sons Eligible for Appointment

Sons and adopted sons of Coast Guard personnel are eligible for Presidential appointments to the U. S. Naval Academy by virtue of Public Law 586 of the Eighty-first Congress, Second Session.

Adopted sons must have been adopted prior to having reached the age of 15 years. Candidates are required to take either the substantiating examination or the regular mental examination in competition with other applicants.

Applications should be addressed to the Bureau of Naval Personnel, Washington, D. C., and should give the full name, date of birth, home address or present address of the candidate, and the full name and rank, or rating, of his parent.

The murre bird, found in the northern sections of the Atlantic and Pacific, manages to continue propagation despite the fact her single egg is laid on rocky ledges without benefit of nesting materials. Being smaller at one end, the egg when moved rolls in a small circle and thus usually escapes destruction.

Two Seattle fishermen survived two shipwrecks and existed 12 days on 6 cans of food washed ashore before rescue by a Kodiak-based Coast Guard plane.



COMMANDANT INCLUDES SICK BAY IN CAPE MAY INSPECTION

Inspection formalities were dropped temporarily at the Coast Guard Receiving Center, Cape May, N. J., when Vice Adm. Merlin O'Neill paid a visit to the sick bay to chat with patients. Seaman Recruit Kenneth Auxier, Menasha, Wis., is being interviewed by Capt. Miles Imlay, Center commanding officer, Admiral O'Neill, and Dr. Nicholas V. Scorzelli, USPHS surgeon.

Rear Admiral Cowart Receives Commendation

Rear Adm. Kenneth K. Cowart, present Engineer-in-Chief, has been officially commended by the Navy for meritorious service during World War II. The citation was dated 1 November, and signed by Admiral W. M. Fechteler.

The citation stated that as commanding officer of a warship and commander of a unit of ships, Admiral Cowart operated his ships "with skill and efficiency under the hazards of submarine-infested waters and adverse weather conditions" and thereby contributed to a successful convoy.

No Salty Talk

Operators of small fishing boats along the North Atlantic seaboard have been warned by the Federal Communications Commission against coloring their ship-to-shore and ship-to-ship radio conversations with profane observations. Criminal action was threatened against violators.

In keeping with National Military Establishment directives drastically curtailing military aircraft participation in various types of air shows and public demonstrations, Headquarters has warned it will continue to disapprove a majority of similar requests received.

The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and other interested parties. Wide circulation is desirable, but due to the limited number of copies available distribution is necessarily restricted.

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